Evening Telegraph

PRIDAY, AUGUST 6 . 1864. THEY'RE DE R FISH TO ME."

. TRUE INCUDENT. The famer's wife sat at the door,
a pleasant sight to see,
had hishesome were the wee, wee bairus
That played around her knos.

When, bending neath her heavy creek.

A poor fishwife came by,

And, turning from the tollsome road,

Unto the door drew nigh. She iaid her burden on the green, And spread its scanty store, With trembling hands, and pleading words, She told them o'er and o'er.

But lightly laughed the young guidwife, "We're no see scarce o' cheer;
The 'ny your creel, and gang your ways—
I'll buy mae fish sac dear."

Bending beneath ber load again, A weary sight to see; Right serely sighed the poor fishwife, "They're dear fish to me!

"Our boat was oot a fearfu' night,
And, when the storm flew o'er,
My husband and my three brave sons
Lay corpses on the shore, "I've been a wife for thirty years, A childless widow three; I mann buy them now to sell again— They're dear ash to me!"

The farmer's wife turned to the door— What was there rising in her breast, That then she scarce could speak?

She thought upon her ain guidman,
Her lithesome laddies three;
The woman's words had pierced her heart—
"They're dear fish to me!"

"Come back," she cried, with quivering voice, And pity's gathering tear; Come in, come in, my poor weman, Ye're kindly welcome here.

"I kentna o' your sching heart, Your weary lot to dree; I'll ne'er forget your sad, sad words: "They're dear fish to me.'"

Ay, let the happy-hearted learn To pause ere they deny The meed of honest toil, and think How much their gold may buy— How much of manhood's wasted strength, What woman's misery— What breaking hearts might swell the cry: "They're dear fish to me!"

THE LONG-BOW IN INDIA

The long-bow has fallen into disuse as an in strument of war; but as a sporting weapon in society it still holds its own, and as much of other people's as it conveniently can.

There are two kinds of long-bows constantly

drawn in connection with India, to which I desire to refer. These are:-

ist. The leng-bow drawn for themselves by our countrymen in India.

2d. The long-bow drawn for our countrymen in India by our countrymen at home.

Let us take them in their proper order of pre-

I have known or heard of a great many men in I have known or heard of a great many men in India who have been distinguished by soubriquet, either on account of physical or moral peculiarities. There was Codshead Jones, for instance, so named on account of his striking facial resemblance to a certain tish. He had a brother known as Flycatcher Jones, from a pleasant habit of carrying his mouth open; and another brother called Tiger Jones, in consequence of a certain cat-like fierceness of physiognomy. Checky Smith was also a well-known character in my time, his description being taken from a vulgar word which I am informed is significative of assurance.

Another Smith was called Blacksmith, on ac-Another Smith was called Blacksmith, on account of the darkness of his complexion; for which, I suppose, he was a little indebted to native blood. For the same reason an officer named Windsor used to be called Brown Windsor, until he said he wouldn't stand it any longer, when he was called so more than ever. There was another officer, too, whose remonstrances on this score brought additional trouble upon his head. His name was Window, and as he was something of an exquisite in his dress, he was generally known as Beau Window. The joke, mild as it was, so annoyed him that he changed his name. The designation he chose was Lyon, which he thought quite safe; but the first time he aired it at mess he was called Dandy Lyon on the spot; and the remainder of his life is doomed to the most abject despair.

ject despair.

Meet men who were in India during the mutinies must have known Liemenant-Colonel Friday, of one of he bajesty's foot regiments. He
was one of the best billiard-players between Cape
Comorin and the Himalayas; but that is not to
the purpose. What I intended to say was, that
he had a brother, and that their witry and facetious friends, in order to distinguish the two, fised
to call them respectively Friday week and Friday Fortnight. Among brothers, too, I must
not forget to mention the Glasses—Musical Glass
and Mrs. Glass; so called on account of their
talents for singing and cookery. Dirty Dickson
and Shiny Johnson were other names given to
well known members of the military service, for
suggestive reasons.

There was another class of names also in vogue some years ago, which omitted the real denomination altogether. Thus the Colonel of a certain regiment was known as the Smiling Corbra, and the Colonel of a certain other regiment was never she Colonel of a certain other regiment was never spoken of out of general orders, except as the Smiling Tiger. Sweet Billy was the accepted designation for a long time of an officer on the staff. But one of the most remarkable names I ever heard of was a real one. I will not give it to you literally (indeed, I have very cleverly disguised most of the above); but it was something like Jessamine Blogg. Its owner lived in dueling days; and I have heard that he had to go ent upon some dozen occasions, in consequence of the jests to which his incongruous appellation many rise.

of the jests to which his incongruous appellation gay rise.

Of all the soubriques's common in India, however, the majority seem to have been directed at pecularities of the Munchausen order—to drawers of the long-bow, in fact, and, in order to distinguish these, the rather direct word "lying" has been profusely employed. Thus you may hear of Lying irown, Lying Jones, Lying Robinson, and a best of others, with a similar distinction attached. Nor can it be denied that the word is applicable to a good many stories going about the three Presidencies, though the word "romancing" would be perhaps preferable to ears polite. The stories are for the most part harmiess, and seem scarcely intended to deceive anybody but the teller, who after a time no doubt believes them himself.

They generally refer to the physical or moral accendency possessed by the hero over his fellow-men; his provess in the tield; his cleverness in controversy, especially when at war with the authorities; his knowledge of wines, and capacity for consuming them; and ditto ditto cheroots; his feats in tuying and riding horses; his termendons exploits in the way of field-sports; and (this you may be sure) the immense execution which he has done in the way of histy-hilling—a class of gume in reference to which the long-bow is apt to be drawn to its fullest execut.

One of the most amiable and excellent of these

One of the most amiable and excellent of these social sportsmen was an officer whom I will call Captain Taute. I never happened to meet him, but his stories are household words anywhere between the Indus and the Hoogley. Of these I subjoin a few, which may be considered as fair specimens.

epecimens.

Tottle was a lond and incessant talker, and over any table where he might be placed never failed to let the party know that whether in battling with mon or beasts, or in whatever pursuit he might be engaged, he was superior to any man you might mention, or who would be likely to mention himself. Of his prowess in the field here

mention himself. Of his prowess in the field here is a sample:—
"The fact is, sir, that when I am in action, nothing can restrain me; and nobody knew this better than Napier. Before an engagement began he always sent for me, and said, 'Now Tuttie, you know my wishes; moderation above all things, my boy!' I will do my best, Sir Charies, 'was my must answer; 'but you know I cannot always answer for consequences.' At Meeance, I smemsher, is particular he had his eye upon me; and when he saw me up to my chows in slain—all off my own sword, sir!—he sent an sid-decamp is me. Very sorry, sir,' says the aid; 'but you are to give your sword to me, by the general's orders. I am not putting you under arrest, he added, haspling; 'but you are really doing too much. Well, there was no help for it; so I gave him up my sword. But directly his back was turned, I tell to work with my scab bard, and finished off seventeen more of the rascals—seventeen I counted them as they lay on the ground. And this is no ite, sir."

The latter somewhat necessary assertion was the usual rainforcement to 21s most astoulabing revelations.

revelations.

If Tattle went after a tiger, it was always a tiger such as no man had ever been after before.

"There was a beast in the Nopaal Taral, sir, that I was three seasons in petting. He was the terror of Oude; and Rohltenud was afraid to go so bed when he made an excursion into that province. He was twenty-three feet six inches and a half from the point of the nose to the tip of the

tail. The streets were as big as tombetones, and he soar was like an ereption of Vesuvins. The first two seasons I had put some lead into him, but never in a valuarable place. The third season I met him again, and he knew me, sir. By this time I had found out that an elephant was worse than sectice; so, leaving my hewdah, I went to encounter him on foot.

"You see, with a large tiger an elephant only makes a convenient mark to spring at. On foot, you can watch your opportunity, and let the least spring over you. Well, he came on, sir; and I could see by the expression of his eye that he was aware whom he had to deal with. He crud not have spoke plainer if he had said, 'Tattle, my boy, I'm going to be one too many for you this time!' that's what he meant, and I know it. Well, he came on, and I watched him closely. First of all he gave a roar that could have been heard at Cawnpore. I had my double-barrel ready cocked; but I was not fool coough to fire then; a tiger, you know, always throws up his head to roar, and what was my chance of hitting him in the right place? But I kept my eye on him, and saw him quall.

"Then, recovering himself, he took the spring, upon which I threw myself flat on my face. There was a rush of wind, as if a heavy body was being harled through the air. The time had come. The tiger had gone over me twenty feet. I knew he would turn to vent his disappointment, and was ready for him before he could recover himself for another spring. A bullet in the brain settled him at once, and the scourge of the Taral—pot to mention Oude and Rohlicund—was no more. I do believe, however, that I should not have killed him that time, but that he had exten a village the day before, and was rather heavy in consequence. And this is no lie, sir."

This notable sportsman, I have been told, was also the hero of the celetrated stary which has been rendered into verse under the title of "A New Tale of a Tub." Getting the animal under a harrel, he watched till its toil came through the bung, hole. Then, tying that a

"A storm, sir, such as would have turned you inside out. You should have seen all the pine trees blown up—shouling around me like arrows

He is known to have related the following, as incidental to an occasion of the kind:— "This occurred, sir, upon the Calcutta course. Martingale, of ours, was driving out with his wife. The carriage was overturned, and he had to sit upon her to prevent her from being blown into Eastern Bengal. As it was, she was left so long on the road, exposed to the fury of the elements, that her hair was turned pas green; and her foot and her nose were so injured that she was never able to put either of them to the ground afterwards. And this is no lie, sir."

When Tattle could not make an effect in any other way, he would start a negative peculiarity, other way, he would start a negative peculiarity, and make a point of that. He was as jealous of his prowess at whiet as at killing men or tigers. Thus a harmless man at mess telling of some little triumph the night before, in which trumps were concerned, Tattle burst upon him in this

"Trumps! who wants trumps? I have made "Trumps! who wants trumps? I have made more money at whist than any man of my rank and standing in the service, yet I never wanted trumps. Why, sir, I never held a single trump in the whole course of my life."
"Surely, Captain Tattle, you must have held one trump when you dealt."
Most men would have been put down by this, but Tettle was the more on his mettle.
"The remark just shows your ignorance, sir. Any man who has ever played with me knows that I always made a miscieal."
Upon the simplest subjects it was the same. Somebody remarked in his hearing upon a breakfast he had been the a brilliant affair which had lasted half the day.

fast be had been to—a brilliant analy which had lasted half the day.

"Breakfast!" said Tattle; "who eats breakfast? I never ate but one breakfast in my life, and that disagreed with me. Not such an ass as to try another. Nobody but an idiot would dream of eating breakfast."

The myld man who made the remark wished he hady! The rest of the men present who took hadn't. The rest of the men present, who took breakfast every day of their lives, expressed the miselves strongly in favor of Tattie. There are other men, besides Tattie, who tell strange stories of India, and who abuse the privi-

lege which travelers have of drawing the long-bow. Many a strong pull is taken in politics. Ranger, of the civil service, for instance, would discurse in this manuer:

"My dear fellow, I can assure you that you labor under a delusion in England as to the estimation in which our system is held. A wretched section among the natives don't like it, nor us

ection among the natives don't like it, nor us either. But the great majority of the people know when they are well off, and have the greatest regard for the British, whom they would not exchange for any governing class on the face of the earth. I would undertake to control a district as large as—well, say Wales—without a European regiment within a hundred miles. A less native voice is all I want just to keep up the native police is all I want, just to keep up the appearance of order; and but for the planters and those medding ferlows the missionaries, there would never be a shadow of annoyance from one year's and to the other."

Old Colonel Churney, of the N. I., would take a pull at the weapon in this style:—

"I tell you what it is, sir, Jack Sepoy will go anywhere and do anything, so that he is properly

anywhere and do anything, so that he is properly led; and I never heard of any doubt about him, and It the country got overrue with Europeans, giving the men new ideas, and making them believe that we had religious prejudies and all that sort of thing. I only know that I would rather trust my men than any regiment of dranken Englishmen you could give me to command. My men look up to their officers," &c., &c.

Sentiments of this kind have not been quite so freely expressed since 1857; but they are felt for all that; and both civilians and military men are still found occasionally to draw the Company's

In social life you may hear old Indians assert-ing the superiority of the country in a manner calculated to excite incredulity. Sanguine, for instance, of the house of Sanguine, Ardent & Co., who has been five and twenty years in Calcutta, has scarcely seen the outside of the ditch, and has had nothing to do all the time but to sit quietly and let his money accumulate; this is Sanguine's

sind let his money accumulate; this is Sanguine's style:—

"Now, I ask you candidly, my boy, did you ever get such a dinner in England? I won't say a word about the mullagatawny, because that is beyond question. You say we are weak in fish. I don't know that. When the topsee mutchice is in season, I think we need not fear comparison with Europe; and eyen now—the salmon to be sure has been brought out in tine, and is not only majarable without vinear; and the overter. sure has been brought out in this, and is not-quite palatable without vinegar; and the oysters, as you say, must be scolloped, to a great extent, before you can stand them. But look at the cray-fish and the pawn-curry—have you anything to compare with them at home? And, touching the things in time, anything that Fortuum and Mason can do can't we take advantage of? Look at the truffled things on the table. The Overland ham, I suppose, is as fine as can be procured in Europe; and the native turkey would do credit

hs m, I suppose, is as fine as can be procured in Europe; and the native turkey would do credit to a Christmas in Norfolk.

"Our mutton—can Wales offer you anything better? In sweets, I grant we are not quite so strong. The jelty is apt to be salt; but the way they manage the fee-pudding, is it not a credit to Asia? As you say, a great deal of bad wine does somehow make its way out here. The kind of sherry men will accommodate themselves to is surprising, and port is scarcely to be thought of. But the claret is fair, and you can get good champagne, as you know. As for the beer, I tell you, on my honer, that I never mated beer fit to driak except in India. Beer that has not made a voyage is a barbarous beverage it only for coal-heavers. Cigars—there, of course you give in. I flatter myself you never tasted snything like a really good No. I Manilia Thow that away and take another; never smoke them too low." And

take another; never amoke them too low." And so on ad infinitum.

The climate will bring out another steady admirer. Hear Grampus, of the Irregulars, on the sphiret.

subject:—
"The elimate the great drawback of India, did
you say? The finest climate in the world, sir!
Why every season is a separate enjoyment!
When you are tired of the dry heat, you get the

When you are tired of the dry heat, you get the rains; and when you're tired of the rains, you get the cold weather."

You venture to suggest that the enjoyment sceme to be obtained on the principle of "anything for a change, and that neither the dry heat nor the wet heat can be very pleasant if people are so anxious to get rid of it. You make a suggestion, too, in reference to the bot winds which are prevalent in many parts of the country. Tais gives Grampus a point.

"The hot winds, sir! I like the hot winds. Why, they give you an exportunity to use fattles and

gives Grampus a point.

"The hot winds, sir! I like the hot winds. Why, they give you are exportunity to use tattles and thermantidotes, so that you may sit quietly in your room and have all the benefit of the open air. Between the tattles, the thermantidotes, and the punkahs, a man may take his dianer in a gale of wind—and any man who does not like that must be a fool."

There is no answering such an argumentum ad homisses as this; so there is nothing for it but to submit that it is a very pleasant thing to be imprisoned in the house all day and keep yourself cool by carefully eatching cold,—to cling on to your papers, if you are reading or writing, to prevent them from being blown away,—and to have your lot dinner almost as well cooled as your wine about two minutes after it has been on the table. You have the consolation, however, of knowing that your friend is drawing the long-bow. It is true, indeed, that you can get very good dinners in India, the material enjoyments of life being easily procurable; but the discomforts incidental to the climate, and especially the restraint and the monotony which they occasion, cannot be disguised.

That there are compensating advantages for these discomforts may be supposed, or you would not find old indians representing them as luxurios. The fact is that Grampus's theory of enjoy—

ment is not without foundation. The bath, which is apt to be a bore in a cold country, is the most welcome of situation in a warm one; and the enervating atmosphere tends, to make most of the remedies resorted to positive instead of merely negative pleasures. For the same reason such common insuries as wine and beer become doubly welcome to the palete. Moreover, the listian is able to take his case to an extent. As a rule, he is a great deal richer than he would be at home; and a large house, a crowd of servants, and a good stud of hores, are powerful aids in reconciling him to his condition.

TROUBLES OF AN OPERA MANAGER. Reminiscences of Great Singers and Bancers.

A number of years ago, Max Maretrek published a very spicy and entertaining volume of personal reminiscences, under the title of "Crotchets and Quavers." In this work, he told the experience of an impresario in the United States and Mexico. Lumley, the well-known London manager, has followed his example, and a book has lately appeared at the English capital entitled "Reminiscences of the Opera, by Benjamin Lomley."

His career is contemporaneous with that of Grisi, Freezolini, Sontag, and Jenny Lind, who are now beginning to be looked upon as singers of the past, though most of them yet alive appear in public when they can.

According to Mr. Lumley, the task of an opera manager is thankless enough. Here is what he

AN ENGLISH IMPRESARIO'S POSITION It has been already observed that no assistance is afforded to our theatres by government. Any one designing to enter upon the management of one, especially of the Italian opera, has to provide capital, to make advances, and to defray his exenses beforehand trusting to overtake all by a anccessful season, or rather by a series of such. The man himself should possess the sort of talent and knowledge adapted to the enterprise, and ought likewise to be endowed with fortitude, ought likewise to be endowed with fortifule, hopefulness, patience, and power of self-control, coupled with strong health and ability to endure fwigne. Now, supposing a courageous and competant person to present himself in the position of a director, uniting the requisites sketched above, with what feelings do we find him regarded by the theatrical section of the public?

The answer will suggest itself to most of those The answer will suggest used to most of those who have had experience of the habits of London society. From the noble patron and patroness down to the subscribing bookseller; from the wealthy citizen down to the modiste—all frequenters, or would be frequenters of the opera, entertain a common sentiment of hostility towards "the manager." Most of them gradge giving their more. Each seaks to obtain his amuse. their money. Each seeks to obtain his amuse-ment by the least possible onlay. Admissions "gratis" are songht with importunity by those who can set forth the slightest claim to the favor. Artists themselves show no consideration for the director's purse, but clamor for boxes and tickets for friends without limit. Such is the widespreading feeling among the opera-going public

spreading feeling among the opera-going public on the opening of a new season.

No one thinks of the outlay, but every one cal-culates the gains. Whoever expresses pleasure at the thought that the manager is making a profit? He is, to speak openly, the "common enemy" in the eyes of both public and artists. The latter feel injured if he reaps the harvest of their labors, and think he ought to pay them heber, the unbits feel displeasure at the prices higher; the public feel displeasure at the prices required for admission, and argue that if the heatre pays the tariff ought to be lower. Lastly, the difficulties of the director, when they become notorious, excite no compassion. A few rich noblemen tender a certain amount of support, on the understood condition of being allowed to influence the administration; and when, induced by these flattering bopes of friendly assistance, the manager parts with his independ-ence, he becomes powerless to recover his losses, and finally meets his ruin at the hands of the and many meets in the task of the aristocratic ally, who relentlessly presses for repayment out of an empty treasury. Indeed, when the enormous expenditure involved in the carrying on of the theatre, its high rent, the heavy fate of insurance against fire, the army of functionaries in its pay, the wear and tear of the "properties," the losses by non-payment of boxes, the vast sums absorbed by the artist—singers, dancers, and orchestra—are all taken into consideration, it is easy to imagine how large must be the receipts which should balance such out goings. And be it always borne in mind, that in the case of Italian opera, the season, properly so

It was under Mr. Lumley's management that Jenny Lind appeared before an English andience; and this is the way it was brought about :-HOW JENNY LIND CAME TO LONDON.

alled, lasts no more than four or five months

In the autumn of 1845 the now widely celebrated cantatrice was delighting the pupils of Frankfort by her talent, when accident threw her in the way of an English lady, closely allied to a Swedish tamily with whom she had been intisweden lamily with which are had noted that mate at Stockholm. In the course of conversation Mademoiselle Lind became aware that the true and fitting arena for her talent in London was the stage of Her Majesty's Theaire.

Although far from sanguine as to her own success in England, she was at least anxious to liberate herself from an engagement contracted herself and under an errogens impression; and

hastily and under an eronacement contracted hastily and under an eroneous impression; and her newly acquired triend was shortly afterwards invested by her with full powers to treat with Mr. Bunn for a release from her contract. Negotiations were consequently opened with Mr. Bunn, who, far from showing himself at all unreasonable, proposed at first the apparently moderate condition that Mademoiselle Lind about a ray him either the sum of \$500 as a forshould pay him either the sum of £500 as a for-felt for breach of contract, or £300, coupled with the promise to sing for him one night at his

the promise to sing for him one fight at his theatre gratis.

These terms were considered so acceptable by the frierd of the fair singer, that their ratification by Mademoiselle Lind was conflicintly expected. Unfortunately the young lady, ignorant, it may be presumed, of the ways of the world and of her own real position, replied only by a letter addressed to the manager of Drury Lane, in which she appealed to his "generosity" to grant her an unconditional surrender of the contract, urging that in an unguarded moment an engagement had been extorted from her of which she now saw the imprudence, and putting it to him as a man of honor and feeling to release her him as a man of honor and feeling to release her

she now saw the imprudence, and putting it to him as a man of honor and feeling to release her from her bond.

Such a proposition was manifestly untenable; and by this fil-advised step on the part of Mademoiselle Lind, the negotiations which had been conducted in so amicable and promising a manner on behalf of the prima donne necessarily terminated. The period fixed by Mademoiselle Lind's engagement with Mr. Bunn having passed away, the affair had become only a question of damages. In October, 1846, I made more than one attempt to secure the services of the celebrated Swedish Nightingale; but these attempts were made in vain. The young singer had conceived so inordinate a dread of Mr. Bunn's vergeance, and of his intentions to persecute her with newspaper attacks and other means of annoyance, on account of the "breach of promise," that she could not overcome her repagnance to visit the shores of England. Still I did not despair, and, following Mademoiselle Lind from Frankfort to Stuttgardt, and thence to Darinstadt. I at least suc-seeded in prevaiting on the coy songstress to contract an engagement at my theatre. Here I had to employ all my best ability. Besides holding out to her the most brilliant prospects both of fame and fortune, I went so far as to undertake to bear any loss that might fall epon her in the event of a law suit with Mr. Bunn. The terms of this engagement were far superior to any hitherto offered to the celebrated singer.

She was offered one hundred and twenty then-

far superior to any hitherto offered to the celebrated singer.

She was offered one hundred and twenty theorand france (four thousand eight hundred pounds) for the season, reckoning from the 14th of April to the 20th of August, besides a house free of charge, and a carriage and pair of horses to be at her disposal; a further sum of eight hundred pounds should she be inclined to pass a mouth in Italy, for study or repose, prior to her debut at Hor Majesty's Theatre; lastly, the liberty to cancel her engagement if, after her first appearance on the boards, and her success falling short of her expectations, she felt disinclined to continue her expectations, she felt disinclined to continue her

Mr. Lumley also knew the great buffe

EAHLACHE. There was a greatness about this genuine artist to which no parallel can be offered; and I recollect a person of distinction saying that he never thought of him without recalling to mind the Scriptural record, "There were giants in the land in those days." His style was as grand as his person was large; yet there were no subtilities too nice to escape his power of delineation. When, in early days, he played the "Mad Father" in the now forgotten opera of Agrass (which by the way was founded on one of Mrs. Opic's novels), he varied the insanity according to the country in which he acted, representing an Italian madness

varied the insanity according to the country in which he acted, representing an Italian madness at Naples, a German madness at Vicuna.

His boulemis was tresistible. I recollect an occasion when he had a long conversation with Jenny Lind, previous to her debut at Her Majesty's Theatre. She appeared timid and reserved, but he dexterously turned the discourse so as to treat of her past career and Continental success. The charm was not to be withstood. She took up the thread where Lablache had dropped it, and, while her countenance flashed with vivacity, seemed to forget everything but her own triumphs. With the portly figure of Lablache a droll story is connected. When at Faris he well-aconstoned, like Rossini and other notabilide via clinose for his promenade the part of the Boulevard des Italiens

Div. als do Bulling Marcory.

which lies between the Chaussor d'Antin and the Passage de l'Opera.

One winter's day a vic'ent shower caused him to seek refuge in the entrance of the passage, and soon afterwards a young gamin bethought himself of the same shelter. However, to enter a passage, bad his chows extended under an ample clock, and swayed from one side of the passage to the other. The boy, tired of dodging the living gate, took hold of a corner of the giant's clock, and philing it instity, cried, "Cordon, all yous plant" the expression in use when the concerge is required to open a door. Lablache entered into the humor of the position, and as he iet the boy pass imirated the motion of a door turning on its binges.

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SECRET DISEASES! SECRET DISEASES!

SECRET DISEASES!

SECRET DISEASES!

THE MOST CERTAIN EXECUTIVES, &c., appartive crieffy.

Old opera-goers will remember the excitement created by the dance in which Taglioni, Carlotta Grisi, Cerito, and Lucille Grahm all took part. The indefatigable Lumley was responsible for

Let no one undervalue the magnitude of this tremendous mak. I was informed by a well-known diplomatist that, when the preparations for the selemnities and festivities attendant upon the coronation of the Emperor of Austria as King of Lombardy, at Milan, were placed in his hands, the content of the days, to be danged by the settlement of a pas de deax, to be danced by Carlotta Grisi and Cerito (although then com-paratively mere tyres at the Scala), cost him a hundredfold more trouble than all the other com-

plicated arrangements of the festival.

All was at length adjusted. Satisfaction was in every mind; the pass de quatre was rehearsed—was announced; the very morning of the event was announced; the very morning of the event had arrived; no further hindrances were ex-pected. Suddenly, while I was engaged with lawyers in my own room, deeply occapied with the final arrangements for my purchase of the opera-house (of which more hereafter), poor Perrot rushed mannounced into my presence in a state of intense despair. Without regard for the serious conclars assembled, he uttered (rantic serious conclave assembled, he uttered frantic exclamations, tore his hair, and at last found breath to say that all was over—that the pas de quarre had failen to the ground and never could

breath to say that all was over—that the passes quatre had tallen to the ground and never could be given.

With difficulty the unfortunate ballet-master was calmed down to a sufficient state of reason to be able to explain the cause of his anguish. The exampletion of the purchase of the operahouse was suspended for a few minutes and the explanation came as follows:—When all was ready I had desired Perrot to regulate the order in which the separate pas of each danseuse should come. The place of honor, the last in such cases (as in regal procession), had been ceded without over-much besitation to Mademoiselle Taglioni. Of the remaining ladies who claimed equal rights, founded on talent and popularity, neither would appear before the other. "Mon Dieu" exclaimed the ballet-master in distress, "Gerico ne vert pas commencer avant Carlotta—ni Carlotta vant Cerito, et il n'y a pass moyen de les faire bouger; tout est fini!" "The solution is casy," said I to poor Perrot. "The question of telent must be decided by the public. But in this dilemma there is one point on which I am sure the ladies will be frank. Let the oldest take her unquestionable right to the anvied position." The ballet-master smote his forehead, smiled assent, and hounded from the room upon the stage. The judgment of the manager was announced. The ladies tittered, laughed, drow back, and were now as much disinclined to accept the right of position as they had been announced. The ladies tittered, laughed, drew back, and were now as much disinctined to accept the right of position as they had been before eager to claim it. The ruse succeeded; the management of the affair was left to Monsieur Perrot's hands. The order of the ladies being settled, the grand pass de quatre was finally performed on the same night before a delighted andience, who little knew how nearly they had been deprived of their expected treat.

To close these remarks we give here a pleasing meedate of

CATALANI AND SENNY LIND. ambasadress being also present. After dinner, th ambassacress temp also present. After damer, the weather being warm, the party strolled in a garden attached to the embassy—Catalani and Jenny Lind talking much together. In the evening some little embarrassment arose about asking Jenny Lind to sing, because, as no one ever refuses a request made by the representative of majesty, the Marchioness considerately forbore to place the coming Swede in a position of difficulty. But Marchioness considerately forbore to place the young Swede in a position of difficulty. But Catalani, who was burning with carlosity to hear Jenny Lind sing, perceived that there was some heaftation, went up to the "Nightingale," and asked her with gamee and carnestness to oblige the company with a song, adding:—" C'est in vielle Catalani qui desire vous entendre chanter, acant de mourir." Such an appeal from such a person overcame all Jenny's habitual dislike to sing in private society. She sat dewn to the piano, and after a few bars of prelude, gave her incomparable." Non credea minarti," playing the accompaniment herself.

The Fate of Actresses.

Married ladies, who are in the profession along with their families, are generally great having not only to play the mother and the mis-tress at home, but to perform their part on the stage as well—having to attend the rehearsal and the broth-pot at the same time. I was exceedthe broth-pot at the same time. I was exceedingly sorry for one poor lady, who, along with a
son and two daughters, was a member of the
company at Shippham. Maternal ambition
prompted her to aid in forwarding her children
in the profession, and she sacrificed her own desites to their interest, and frequently got well
abused by the manager for her pains. She has
since died, poor woman, and so has one of her
daughters in question; but her son, I observe, is
getting on well, and I snow in a good position in
one of the first-class provincial theatres in Engme of the first-class provincial theatres in Eng-

land.

Seeing what this poor lady had to endure, I have often wondered, when I have read fine criticisms in the newspapers cutting up Mrs. So-and-So for her poor conceptions and bad acting, how it was possible for that lady to act at all. She had three young children to nurse and attend to, and the united salaries of herself and husband and the united salaries of herself and husband were exactly 37s. a week—a little daughter being thrown in as a sort of make-weight. She could have no soul for ar:—she could have nothing but anxiety, poor woman; what with lodgings to pay for, stage properties to provide, and money to lay away for the next journey, which might, for aught she knew, be from Dundee to Dudley, she could have but a past time of it. The very circumstance of the child thrown in to make up the salary was an armovance, because she must have clean shirts, and would have occasionally to wear satin shoes.

have clean shirts, and would have occasionally to wear satin shoes.

Why stay in a profession where there is so much misery? I think I hear my readers say, "But what can the So-and-So's do? She was born in the profession, so to speak; and he, what could he do but strut on the stage!" True, his ambition is some day to start a tavern; that is, apparently, all his art does for him—makes him long to change Shakesteare and the stage for the har—the har of a public house. I have somewhere read of a great actor who made up a most lugnbrious catalogue of the ills he had fallen heir to, even after he had worked his way to the top of his profession, and had become a famous Lonof his profession, and had become a famous Lon-den actor; and one of his grievances I remember was, that there was in the green-room only one glass, out of which he had to drink in common with all the members of the theatrs. Poor fellow! Hast he never windered over the country with his unpresent it hes peeping out of a pair of stage boos, and wan his "property" vest aiding to shield him it in one cold, and glad to beg a drink of beer or mill to keep up the steam as he

drink of beer or mill, to keep up the steam as he journeyed along:

We supplese not or in the luxurious enjoyment of his fifty ponnets a week, he had perhaps forgotten those days; but I am much mistaken if, like the most of his members of the theatre at Shipphan, he has not passed years of his life without having the privilege of drinking out of a glass of any kind. Few of the small country theatres have a given room, and Shippham was no exception. As I kave already mentioned, we assembled in a corner behind the scenes, all huddled together over a small spark of fire; and I never saw a glass there at all, except when a few of us might join for a bottle of ale, and borrow such a vessel to drink it out of, which we all did in common. I very shrewdly suspect the great actor in question had many a time to do the same thing.—Glimpses of Real Life.

WEALTH, HEALTH, AND if to gain admiring eyes; if to cause invideous sistes; if to be a blooming flower, rading, dying in an hour—Beauty (If to have a best of friends;
If for vice to maxe amends;
If with built-born blood to wed;
If a marble stone when dead—WEALTH!

If to live threeseers and ton, Wishing life as long again; If to live a life of peace; If to die and go to protec—HEALTH! If you wish a life of pleasures; if you wake this world's treasures; if every comfort you would see. Take my styles, and wish all three.

Them, having Health, Wealth, and Boauty, You'll be prepared for every daty.

By a careful persons of Dr. Will. I.A. YOUNG'S New Book. THE MARIMAGE GUIDE, which should be read by every one. Sold by Booksellers generally, and at the Process attice, No. 418 Birkuur STREET; price cats.

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GONORIUMEA, GLEET, STRICTURES, &c.,
Commiss no Misseal, so Raisain, no Mercenty.
Only ten pills to be taken to effect a cure.
Cures in from two to four days, and recent caves in
"Userly-East blurs." Frepared by a graduale of the
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Let those who have despaired of setting cared, or who
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To many affections with which numbers of Females utlers, the Root AND HERB JUJOES most happing dapted, in Ulcerated Uterus, in Legeorthon, in bearing own, Fal los of the Womb, Debuilty, and for all complaints scions to the sex.

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Sent by express Price 81 a bottle, or 6 bottles for \$5.

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Is, in cases of Syphills, used in connection with the Rocci and Herb Jainess. Full directions. Price 25 cents.

The efficacy of these remedies is alike a canowledged by physicians and patients. They are used in the United States Hospitals, thus remoting health to many of our brave soldiers.

From the Hallimore "Sun?"—

WHAT THE SURGEORS SAY OF THE SAMARITAN'S REMEDIES —

"FOST HOSPITAL. FOUR MARSHALL., I Hallimore, Md. Feb. 20, 1864.

"I have great satisfaction in stating that I have used the soldiers in its most customary forms; that I have used them with judgment, discretion, and properly, and have found them respond to my anticipations promptly and effectually. Knewing their composition. I have the fullest confidence in their effects, and as fir as my use of them extends, I recument them strongly.

"Assistant Surrous of the Wey York Vols."

recommend them strongly. "ALPHED C. BOWERS,

"Assistant Surgion 5th New York Vols."
Let it be understood that these remedies are as recommended, and will positively cure the diseases for which Sold by S. C. UPHAM, No. 25 S. EIGHTH Street DESMOND & CO., No. 815 RACE Street

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NEW RAILROAD LINE NORTH.

NEW RAILROAD LINE NORTH.
PHILADELPHIA TO BROOKLYN,
THROUGH IN FIVE ROURS.

EXCURSION TICKETS 3, 1000D FOR THREE DATS.
On and after MONDAY, Annual 1, 16st, trains will leave
front of VARE Street, Philadelphia, every moreing at 8 A.
M. (Sandays excepted), there a by the Camber and Arlable and Haritan and Delaware has Raircads to Fort
Memorath, and by the commediant sleamer Jessel Boy,
to boot of Atlantic street, Brooklyn; recurrities, leave Atlattic Street Wharf every day (Sundays excepted), at II
A. M. M.
Tavelers to the city of New York are notified not to
ty for passare by this line, the Stitte of New Jerse
tim granted to the Camden and Ambay monopoly the
large privilege of carrying passensers and feelelt le
can the cities of Philadelphia and New York. 1922 if
W. F. GillFFFITH, General Superintendent.

1864. CAMDEN AND ATLAN- 1864. TIC HALLROAD.

SUMMER ARRANGEMENT.

THROUGH IN TWO HOURS!!!

Four trains daily to Affaude City.

d after MONDAY, hijy 4, trains leave Vinestreet

On and after MONDAY, July 4, trains leave Vinestreet
Ferry as follows:

Juli, 7:39 A. M.
Freight, with passenger car attached, 9:15 A. M.
Express (hrough in 2 hours) 7:00 P. M.
Attantic Accommodation, 4:16 P. M.
Junction Ascommodation, 4:16 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5:46 A. M.
Express, 7:03 A. M.
Freight, 11:56 A. M.
Mati, 8:48 P. M.
Junction Ascommodation, 8:22 A. M.
Francis Ascommodation, 8:22 A. M.
Freight, 11:56 A. M.
Mati, 8:48 P. M.
Junction Ascommodation, 8:22 A. M.
Freight, 11:56 A. M.
Mati, 8:48 P. M.
Junction Ascommodation, 8:22 A. M.
Leave Vine street 19:15 A. M. and 100 P. M.
ON 88 NDAYS,
Leave Vine street 19:15 A. M. and 100 P. M.
Mail train 6:17 Atlantic leaves Vine street 7:30 A. M.
Leaves Adantic 4:48 P. M.
JOHN G. BRYANT, Assnt.
The har which was made last year Las entirely disappeared, leaving the beach one of the most delightful on the coast.

NORTH PENNSYLVANIA RAILROAD. IN FOR RETHLEHEM, DOVLESTOWN, EASTON, WILLIAMSPORT,

SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 15, 1884, Passenger Train
ill seave the New Depot, THIRD Street, above Thombon atreet, Philadephia, daily (Bundays excepted), as

son street, Fniladesphia, daily (Sundays excepted), as follows.

A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Wilkeabarre, Williamsport.

9-18-A. M. (Accommedation) for Doylestown.

10-19-A. M. (Accommedation) for Doylestown.

3-19-P. M. (Accommedation) for Port Washington.

3-19-P. M. (Mail) for Boylestown.

3-19-P. M. (Mail) for Boylestown.

5-19-P. M. (Mail) for Boylestown.

5-19-P. M. (Accommedation) for Indicate, Easton, &c.

1-19-P. M. (Accommedation) for Indicate.

119-M. (Accommedation) for Lansdale.

119-M. (Accommedation) for Fort Washington.

Thains Foll Philadelphia.

Leave Bethlehen at 6-30-A. M., 3-49-P. M., and c-07-P. M.

Doylestown at 6-40-A. M., 3-49-P. M., and c-77-P. M.

Fort Washington at 11-20-A. M. and 2-P. M.

Fort Washington at 11-20-A. M. and 2-P. M.

Doylestown for Philadelphia at 3-P. M.

Bethlehen for Philadelphia at 4-P. M.

Bethlehen for Philadelphia beth at 8-P. M.

Bethlehen for Philadelphia at 4-P. M.

Bethlehen for Philadelphia beth at 8-P. M.

PHILADELPHIA AND TRENTON AND CAMPEN AND AMBOY RAILHOAD COMPANDES.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensis gton Lepot, Philadelphia, at 3-12 A. M. (Night), and T-30 P. M., and the trains leaving New York at 8 A. M. and 7-30 P. M., and the trains leaving New York at 8 A. M. and 7-50 P. M., and the trains leaving New York at 8 A. M. and 7-50 P. M., will hereafter be run exclusively for the United States Malls and New York and Washington, and the 11-56 A. M and 5 P. M. Lines from Washington, and the 11-56 A. M. and 5 P. M. Lines from Washington to New York, will condinue as at present, and carry passengers to and from the intermediate stations and Baitmore, Washington, and New York.

ARRANGEMENTS BLTWEEN PHILADELPHIA AND R.W. YORK.

Lines leave Philadelphia, from Kensington Depot, at 11-15 A. M., 40A, and 6-5 P. M., and 12-20 inidialish, and from Wallis Street Wharf (via Camben), at 6 and 8 A. M., 12 M., 4 and 6 P. M., and at 12 midnish; and areas New York, from fost of Courflands street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and at 12 midnish; and from the first of the Mandel P. M., and at 12 midnish; and from the first of the M., and 2 P. M., and at 12 midnish; and from the first of the M., and 2 P. M., a

STEAM WEEKLY TO LIVERpool tenching at Queenstreen, Cork Harbor,
The well-known steamers of the Liverpool, New York,
and Philadelphia Steamship Company are intended to
sail as follows:
CITY OF WASHINGTON, Saturday, August 6.
CITY OF WASHINGTON, Saturday, August 18.
CITY OF WASHINGTON, Saturday, August 19.
And every succeeding Saturday, at noon, from Pier No.
4 North Have.

Payable in Gold, or Ha equivalent in Carrency:
First Cebim. 20000 Steames. 50000
Pirst Cabin to London 80 00 Steames to London., 51:00
Pirst Cabin to London 80 00 Steames to London., 51:00
Pirst Cabin to Paris. 50:00 Steames to London., 51:00
Pirst Cabin to Paris. 50:00 Steamer to London., 51:00
Pirst Cabin to Paris. 50:00 Steamer to London., 51:00
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Pirst Cabin to Hamburg 19000 Steamer to Hamburg 1900
Pirst Cabin to Hamburg 19000
Pirst C BOSTON AND PHILADELPHIA

Risamatla Line, sailing from each port on
SATURDAYS, from first wharf above PINE Street, Poliadelph. a. and Long Wharf, Boston. From first wharabove PINE Street, on Saturday, August 6, 1304.

The steamsing NORMAN, Baker, will sailfrom Paudaofphia for Boston, on Saturday, August 6th, at 10 A. M.,
and the steamsing BORMAN, BAKER, with sailfrom Paudaofphia for Boston, on Saturday, August 6th, at 10 A. M.,
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Those new and substantial steamshipe form a regular
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Freights taken at fair rates.

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FOR NEW YORK.—DESPATCH Initial Canal. The steamers of these lines are leaving cally at 12 o clock M., and 6 o clock P. M., from third plor above Walnut street.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. HAIRD & CO., No. 124 S. DELAWASE Avenue.

FOR CALIFORNIA,—REOFRNING of the Nicaragna Route.—The siegant new ON HATI ROAT, August 27, at neon.

Lowest raise of passage through from Philadelphia to San Francisco.

Apply to W. A. HAME. No. 217 WALNUT Street.

FOR LIVERPOOL, SATURDAY,
The Brillsh slop VARCOUVER, Captain J. D. Catilale,
will sail as above.
For treight or passage, apply in
THOMAS RICHARDSON & CO.,
1931-41 No. 101 WALNUT Street.

RAILROAD LINES.

1864. ARRANGEMENTS OF 1864. The Cameier and Ambert and Felical in and Tremton national Of imparies Lines from Philadelphia and Tremton national Of imparies Lines from Philadelphia to New York and Way Pincias WALNUT STREET WHARF, WIB leave as follows, this will be a way as follows, the camein of the commendation. Ars A. M., vis Camden and Jersey City, Morning Experies. Espress, 12 M , via Cumden and Amboy, C and A. Accom-At 2 P. M. via Camden and Ambey, C. and A. Ex-12 P. M. via Camden and Ambey, C. and A. Express.

[19] M. via Camden and Ambey, Accommodated
(Freight and Passenger).

126. M. via Camden and Ambey, Accommodation
(Preight and Passenger). In Class Ticket.

225.

128. P. M. via Canden and Ambey Accommodation
(Preight and Passenger). In Class Ticket.

226.

129. Class do. 129.

120. Class do.

For Folkeyra, Riverton, Delanco, Beverly, and Burling-ton at 7 F. M. at 7 P. M. reacton, for Bristol, Butlington, Beverly, reseals, and Tacony at 950 A. M. and 350 P. M. LINES FREM KENSINGTON DEPOT

Will leave as follows
At 4 A. M., (hight) via Renaugton and New York,
Washington and New York Mail.
At 11/10 A. M., via Renaugton and Jersey City Ex-At \$10 P. M., via Kensington and Jereny City Ex-Press. M., via Ecusington and Jerray City Ecpress. M., via Ecusington and Jerray City.
At 8-45 F. M., via Ecusington and Jerray City.
Washington and New York Express. M. There will
be no fille at 4 A. M. (Night) on Monlays.
For Water (18p., Sizondeburg, Scranton, Wilkscharre,
Mentresc, Great Bend, Mandt Chung, Sizondere, Escalero, Acc., at
7-15 A. M. This line connects with the train traving Easton
for Manch Chung at 340 P. M.
For Elemington, Lamburtville, and intermediate stations
at 5 F. M.

For Bristol, Trenton, &c., at 7 15 and 11 15 A. M., and 5 For Holmesborg, Tacony, Wissisoming, Bridesburg, and rankford at 9 A. M., 5, 5-45, and 8 P. M. The 3 A. M. Line Franklord at 9.4. M., 5.400, and 8.8. M. The Sh. M. Liebe.

###For New York and Way Lines leaving Kensington
Depot, take the cars on Fifth atreet, above Walint, half an
hoar before departure. The Cars run isto the Depot, and
on arrival of each train run from the Depot.

Fifty peaneds of hargage only allowed each passenger, and
on their wearing appared. All hargage over fifty pounds
to be paid for extra. The Company limit their responsihilly for hargage to One Dellar per points, and with an in
Dable for any amount beyond \$100, except by special contract. tract.
Graham's Haggage Express will call for and deliver haggage at the Depots. Orders to be left at No. 3 WALNUT
street.
Wel. H. OATZMER, Agent. St. ect. Wad. H. GATZMER, Agent.
August 1, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA
WILL LEAVE.
From feet of Courthine street at 12 M. and 4 P. M., via
Jersey City and Camden; at 7 and 10 A. M., v. P. M., and
12 (Night) via Jersey City and Rensington.
From feet of Barclay atreet, at 6 A. M. and 2 P. M., via
Amboy and Camden.
From Pier No. 1 North River, at 12 M., 4 and 8 P. M.
(Freight and Passenger) via Amboy and Camden.

PREIGHT LINES FOR NEW YORK AND INCREASED DESPATCH.

necting Railroads.
INCREASED DESPATCH.
The Casaden and Amboy Railroad and Transportation Company a Freight Lines for New York will leave Walnut street what, on and after January 5, daily (Sundays excepted), at 4 octock P. M.
Returning, the above Lines will leave New York at 1 and P. M.
Proubt must be delivered before 2½ P. M. to be forwarded the same day.
Present for Trenton, Princeton, Ringston, New Brunswick, and all points on the Canaden and Amboy Railroad, also on the Belvidere, belaware, and Flemington, the New Jersey, the Freschold and Jamesburg, and the Belvidere, belaware, and Flemington, the New Jersey, the Freschold and Jamesburg, and the Belvidere day to 12%, octock P. M. Small packages for Mount Holly received up to 2 octock P. M.
The Edvidere Delaware Railroad convects at Phillipsburg with the Lehigh Valley Bailroad. The New Jersey Central Railroad, and at Newsta with the Morris and Essex Railroad.
A slip memorrandum, specifying the marks said numbers and scookages, misst in every instance be Central Railroad, and at Newara with the Morris and Essex Railroad. A silp memorandum, specifying the marks and numbers, shappers and consideres, must in every instance be sent with each load of goods, or no recope will be given. Increased facilities having been made for the transportation of LIVE STOCK, dravers are invited to try this route. When the stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the feet of Fortieth street, near the Drove Yards, or at Pier No. 1 North River, as the shuppers may designate at the time of the sldpment.

WALTES FREEMAN, Freight Agent, 180, 268 S. Delaware avenue, Philadelphia.

GEO. B. RAYMOND, Freight Agent, jab-if

Pier No. 1, North River, New York.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILEOAD.
CHANGE OF HOURS.
On and after MONDAY, August 1, 1564,
Passenger trains leave Philadelphia for Haibmore at 455 (Express, Mendays excepted), 8-95 A.
M., 12 M., 259 ac d 10 50 P. M.
Chester at 8-95, 11-15 A. M., 1-30, 2-30, 4-30, 4-00 and 11-00 P. M.
Wilmington at 4-50 (Mondays excepted), 8-95, 11-15 A.
M., 1-30, 2-30, 4-30, 4-00, 10-30 and 11-00 P. M.
New Castle at 8-95 A. M. and 4-30 P. M.
Dover at 8-95 A. M. and 4-30 P. M.
MUltidelfor at 8-95 A. M.
Kallsbury at 8-05 A. M.
Kallsbury at 8-05 A. M.
Railmore at 8-95, 8-40 A. M. (Express), 1-10, 5-25 and 10-25 P. M.
Wilmington at 1-48, 6-45, 9-40 A. M. (Express), 1-10, 7-86, 2-10 P. M.
Wilmington at 1-48, 6-45, 9-A. M., 12-24, 1, 1-45, 4-00, 8-30, 7-86, 2-10 P. M.

Leave Baltimore for Salisbury and intermediate stations, at 10 25 P. M.

Leave Baltimore for Dover and intermediate stations at 110 P.M.

TRAINS FOR BALTIMORE.

Leave Christer at 8 40 A.M., 3 35 and 11 30 P.M.

Leave Wilmington at 5 35, 9 25 A.M., 3 40 and 11 40 P.M.

Freight Trains, with Passenger Car attached, will run as follows:

Leave Wilmington for Perry ville and intermediate places at 7 45 P.M.

SUNDAYS:—Only at 4 30 A.M., 10 30 P.M., from Philadelphia to Baltimore.

From Philadelphia to Wilmington at 4 30 A.M., 10 30, and 11 P.M.

From Willerington to Philadelphia at 1 8 A.M. and 7 00 P.M., Only at 10 25 P.M., from Baltimore to Philadelphia.

Jac.

READING RAILROAD GREAT TRUNK LINE
FROM PHILADIL, HIA TO THE INTERIOR
FENNSYLVANIA, THE SCHUTLKILL, SUSQUEHANNA, CUMBERLAND, AND
WYOMING VALLEY,

NORTH, NORTHWEST, AND THE CANADAS. PASSENGER TRAINS
Leave the Crupany's Depot, at THIRTEENTH
ALLOWHILL Streets, Philadelphia, at the following the control of the

CALLOWIILL Streets, Philadelphia, at the following hours:—

MORNING MAIL.

At 8 15 A. M., for Reading, Leoranon, Enhrand, Littz, Celumbia, Harrieburg, Potteville, Pinegrove, Tamaqua, Sunbury, Whitamsport, Emira, Rochestor, Niagara Paile, Burlaig, Almottown, Wikesbarre, Pittston, York, Carliele, Chamfirsbury, Hagerstown, &c.

The trein connects at READING with East Pennsylvania Raticoac trains for Allentown, An, the Reading and Columbia Hailroad for Ephrata, Litz, and Columbia and with the Lebanon Valley train for Hartsburg, &c., at PSR CHANTON with Catawissa Raticoactration of Wildersarre, Williamsport, Lock Haven, Elmira, &c., at HARRIS-BUILD with Northeyn Central, "Cumberland Valley," and "Schnykkill and Susquehanna" trains for Northumbriand, Williamsport, Lock Haven, Elmira, &c., at HARRIS-brig, Williamsport, Pinegrove, &c.

AFTERNOON EXPRESS

Lasves Philadelphia at 250 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central trains for Runbury, Northumberland Lebura, &c., and at Port Clinton with Catawissa Hailroad trains for Millon, Willamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Railroad trains for Milton, Williams cort, Elmirs, Buffalo, &c.

Lenves Beading at 640 A. M., stopping at all way stations, arriving in Philodelphia at 570 P. M.; stopping at all way stations, arriving in Philodelphia at 5700 P. M.; arrives in Reading at 570 P. M. Heaving, leaves Philadelphia at 5700 P. M.; arrives in Reading at 570 P. M.

Trains for Philadelphia is ave Harrivisting at 8 A. M., and Pottsville at 915 A. M., arriving in Philodelphia at 1 150 P. M. Arrivising in Philadelphia at 1 150 P. M. arriving in Philadelphia at 7 P. M. Pottsville at 730 P. M., arriving in Philadelphia at 7 P. M. Market trains, with a passenger car attached, leave Philadelphia at 1 P. M. for Reading and all way stations; leave Beasing at 12, noon, and Downingtown at 120 P. M. ior Philadelphia and all way stations.

All the above trains run dalty, Sundays excepted.

Sunday trains leave Pottsville at 7:35 A. M., and Philadelphia at 315 P. M.

CHESTER VALLEY RAILROAD.

Passensers for Downingtown and intermediate points take the 8 15 A. M., and 6:00 P. M. trains from Philadelphia returning from Downingtown at 6:40 A. M., and 1213 peon.

NEW YORK EXPLESS FOR PITTSBURG AND THE

take the a LA M. and 5 00 P. M. trains from Painsdelphia, returning from Downingtown at 6 40 A. M., and 12 15 6000.

NEW YORK EXPERSS FOR PITTSBURG AND TRE WEST.

Leaves New York at 7 P. M., passing Reading at 12 midnight, and countering at farrandom with Pennsylvania Entironal Express train for Pittsburg.

Returning Express train for Pittsburg at 6 30 A. M., passing Reading at 8 45 A. M., and arriving at New York at 126 P. M. Sleeping Cars accompany, these trains for his burges at 6 30 A. M., and arriving at New York at 126 P. M. Sleeping Cars accompany, these trains through, between Jersey City and Pittsburg at 8 A. M. and 2 P. M. Mail trains for Heave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Heavelburg leave New York at 5 A. M. and 12 P. M. Mail trains for Heavelburg leave New York at 5 A. M. and 12 P. M. and 12 P. M. and 12 P. M. Trains leave Admira at 7 15 A. M. and 4 35 P. M. SCHULLET RALLEY RALLENDAD.

Trains leave Admira at 3 5 A. M. for Pinegrove and Harrisburg, and at 12 M and 1 10 P. M. for Pinegrove and Harrisburg, and at 12 M and 1 P. M., and from Pinegrove at 15 A. M., and 4 3 P. M.

Through first-class tickets and omigrant tickets to all the principal points in the North and West and Canadas. The following tickets are obtainable only at the affice of S. RRALFORD, Treasurer, No. 337 S. FOURTR Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading on the time, between all points, at \$45 S5 cach, for families and firms.

MILEAGE TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reading themselves and with be furnished with cards, earliling themselves and with be furnished with cards, cathling themselves and with the furnished with cards, cathling themselves and title terms, pass of the Ratur-From Piniadelphia to principal stations, apped for Batur-

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THERTELYTH and CALLOWHILL Streets. Streets.

FREIGHT.

Cloods of all descriptions forwarded to all the above points, from the Company's new freight depot, BEOAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 4 A. M., I.P. M., and 6 P. M., for Heading, Lebanon, Harrisburg, Potteville, Pers Clinton, and points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at P15 P. M. RAILROAD LINES.

1864. PENNSYLVANIA 1864. THE GREAT DOUBLE TRACK SHORT ROUTE TO THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WIST, NORTHWEST, AND SOUTHWEST. Equipments and lachites for the case, speedy, and combitation transports box of passengers, unsurpassed by any could in the colority.

Trains leave the Depot at ELEVENTH and MARKET Street, as Gallows -

Harris Gre Accommodation of 20 P. M.
Laboratier Train at.

100 P. M.

100 P. M. For YORK, HANOVER, and GETTYSBURG, the trains

Bailisport.
For YORK, HANOVER, and GETTYSBURG, the trains feaving at S.A. M. and 2 d. P. M., connect at Genumbia with trains on the Northern Central Bailmond, COMBERLAND VALLEY HALLROAD.
The Mail Train at T 25 A. M., and through Express at 12-30.P. M., connect at Harrison're with trains for Carliale, Chambershore, and Haurratows.
The trains is aving at 7-25 A. M. and 2-30 P. M., connect at Downingtown with trains on this road to Waynesburg and 1 intermediates is 1828.
For further information apply at the Passenger Station, S. E. corner of ELEVENT Hale MARKET Streets.
For La, 6, 9, et al. months, at very low rates, for the accommediation of persons figure out of town, or located on or sear the line of the road.

COPPON TICKETS.
For 26 trips toweren any two points, at about two sends per mile. The etickets are intended for the use of families travelling treatments from the activation treatment of the cond.

ECHOOL TICKETS.
For one or three months, for the use of samiles travelling treatment Accommodation train leaves No. 137 Dock street easy (Studys excepted) at 4 colock P. M., offering a confortable made of travel to families going West, at the half the sin. 1 rate of fare. Per trainer artention is paid to baggage, for which checks are given, and baggage for wather than the paid to baggage, for which checks are given, and baggage for full momentum, upply to

paid to baggage, for which checks are given, and charged forwarded by the same train with passengers.

For full information, apply to For full information, apply to Frank. 'IS FUNK, Enterant Agent, No. 137 DOCK Street.

MANN'S BAG JAGE EX RESS.

An agent of this reliable Express Company will pass through each from before reasoning the depot, and take up checks and deriver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Pepot, Eleventh and Mariot afreets. The traveling public are assured that it is anticely responsible.

By this route freights of all descriptions can be forwarded to and from any points on the relimineds of Ohio, Kennachy, Indiana, Blinells. Wisconsin, lower or Missouri, the value and direct, or to any point on the mavigable waters of the West, by steamors from Pittsburg.

The rates of freight to and from any point in the West by the Passey spans Central Rairward are at all times as favorable as are chants and shippers enrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.

For treight contracts or shipping directions, apply to or

s speedy transit. For treight contracts or shipping directions, apply to or For ireight contracts or shipping directions, apply to or address the Agrants of the Company—
S. B. Kriston, Jr., Philadelpilla,
D. A. STEWART, Pitching,
CLARK, & CO., Whicage,
LERCH & CO., Wo. 7 Washington street, New York.
IEECH & CO., No. 77 Washington street, Boston,
WHLLIAM BROWN, No. 20 North street, Hallimore,
Agent Northern Central Raiway.

General Freight Agent Philadelphia,
LEWIS L. HOUST,
General Ticket agent, Philadelphia,
General Superintendent, Allooma, Fa.

ONLY OF THE CENTRAL PROWN.

PHILADELPHIA, GERMANTOWN, AND NORMISTOWN KAILROAD.
TIME TABLE
On and after MONDAY, May 16, 1964, until further 5-25 and 10 25 P. M.
Wilmington at 148, 645, 9 A. M., 12-24, 1, 145, 460, 433, 7, 8, 49 30 P. M.
Satisbury at 11-25 A. M.
Milliord at 2-49 P. M.
Leave Haltimore for Salisbury and intermediate stations, 10 P. M.
Leave Haltimore for Dover and intermediate stations, 10 P. M.
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Leave Chesent Hill, 740, 8, 940, 1146 A. M.
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Leave Chesent Hill, 740, 8, 940, 1146 A. M.
Leave Chesent Hill, 740, 8, 940, 1146 A. M.
Leave Chesent Hill, 740, 8, 940, 1146 A. M.
Leave Chesent Hill A. M.
Leav Cave Chesset Hill, 720, 8, 940, 1140 A. M.; 140, 340, 9, 640, 840, and 1040 P. M.
FOR CONSHOHECKEN AND NORRISTOWN, save Philadelphia 6, 839, 11 to A. M.; 15, 3, 44, 55, 846, and 112; P. M.
save Norristown, 55, 7, 750, 9 and 11 A. M.; 13, 43, 44,

Leave Normatown, Oly, 7, 700, 9 and 11 A. M. 173, 573; and 2 P. M.

The 5½ train up, will ston at Wissahickon, Manayunk, and Conshocken only.

FOR MANAYUNK.

Leave Philadelphia, 6, 848, 11-05 A. M., 1½, 3, 4½, 5½, 6½, 5% and 11½ P. M.

Leave Manayunk, 6½, 7½, 8-20, 9½, 11½ A. M., 2, 5, 7, and 5½ P. M.

H. K. SMITH, General Superir tendent, myst.

Depot, MINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA

S. HING AREANGEMENT.

On and after FEIDAY, April 1, 1864, the Trains will leave as follows? as follows:—
1.exy Philadelphia, from the Depot, corner of THIRPY—
PIEST and MARKET Streets, S.A. M., 11-05 A. M., 235
P. M., 4-35 P. M., 5-45 P. M.
Philadelphia Depot changed from EIGHTEENTH and
MARKET Streets to THIRTY-FIRST and MARKET

MARKET Sheets to THRETY-FIRST and MARKET Streets.

Leave West Chester, from the Depot on East MARKET Street, 670 A. M., 745 A. M., 11 A. M., 2 P. M., 446 P. M.

The care of the West Philadelphia Passenger Railway Company (Market Street) will convey Passenger to sood from the Philadelphia Depot.

ON SUNBAYS.

Leave Philadelphia at 830 A. M. and 430 P. M.

Leave West Chester at 8 A. M. and 430 P. M.

Arains leaving Philadelphia at 8 A. M. and 430 P. M., compect with trains on the Philadelphia and Saltimore Central Railrond for Oxford and Intermediate points.

Jatel Henry Woodb, General Superintendent.

Jat-if HENRY WOOD, General Superintendent.

WEST JERSEY RAILROAD LINES,—
Commencing on MONDAY, June 40, 1864, from
White Street Wharf.

FOR CAPE MAY.

At 6 and 10 A. M. and 4 50 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassbord, at 9, 9, and 10 A. M., and 4 and 4 50 P. M.
For Woodbury, Gloucester, &c., at 6 and 3 A. M., 12 M.,
and 4 and 6 P. M.

ETURNING TRAINS LEANE
Cape May at 6 and 11 P. A. M., and 5 10 P. M.
Millyille at 7 40 A. M., and 1 52 and 6 50 P. M.
Solom at 6 A. M., and 7 15 P. M.
Beldgeton at 6 16 A. M., 1 20 P. M.
Glassboro at 7 10 and 8 35 A. M., 27 N. 5 50, and 7 50 P. M.
Woodbury at 7, 7 40 and 8 35 A. M., and 7 20, 5 50, and 8 17 F. M.

Office, No. 5 WALNUT Street, will call for and deliver Bappage, and attend to all the usual branches of Express arrivers. Herey arricles taken by 6 A. M. lines only, and must be sent to the office the evening previous. Pershaulter arricles by the line must be sent before by A. M. L. J. VAN RESESELARR, Superintendent.

1864. PHILADELPHIA AND 1864.
This great line traveres the Northern and Northwest counties of Pennsylvania to the city of Eric on Lake Eric. It has been leaved by the FENNSTLVANIA RAILEGAD (CMPany, and mader their auspices is belog rapidly opened throughout its entire length.

It is now in me for Passenger and Freight business from increasing to Empioprium, (to miles), on the Eastern Division, and from Sheffield to Eric (78 miles), on the Western Division, and from Sheffield to Eric (78 miles), on the Western Division.

The OF Passenger Trains AT Fill Adelphia.

S. 50 A. M. Express Train leaves.

S. 50 A. M. Cars run through without change both ways an them train between Hilladelphia and Lock Haven.

Elegant Sheping Care on the Express Train both ways. For information respecting Passenger business, apply at the S. E. corner of ELEVEN Fit and Mark ET Streets.

And for Freight business of the Company's Agents in S. B. Elegant, S., corner SIXTEENTH and MARKET and I. W. Reynolds, Eric.

J. W. Beynolds, Eric.

J. M. Drill, Agent, N. N. C. R., Battimore.

H. HOUSTON,

H. HOUSTON,
General Freight Agent, Philadelphia
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia
3082FH D. POTTS,
General Manager, Williamsport PHILADELPHIA AND BALTIMORE CEN THAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT. OR and after FRIDAY, April 1, 1864, the trains will leave

On and after FRIDAY, April 1, 1894, the trains will leave as follows:

LEAVE EASTWARD.

LEAVE WASTWARD.

STATIONS. A. N. F. N., STATIONS. A. N. F. N.
Oxford.

620 920 PHILSdelphia.

600 420
West Greeve.

657 852 West Greeve.

657 852 West Greeve.

657 852 West Chester.

745 445 Avondals.

105 441 Chadd's Ford.

921 956
Chadd's Ford.

750 540 Concord.

920 650 Kennett.

1906 697
W. C. Junction.

840 50 60 Kennett.

1907 1918
Concord.

920 50 60 Kennett.

1908 720
W. C. Junction.

840 50 60 Kennett.

1908 720
West Chester.

920 650 Kennett.

1908 720
West Chester.

1908 720
West Ches

ALEM RAILROAD COMPANY.—RUNning time of Trains, commercing PRIDAY, January
1. 1864.—
From Walnut Street Where at PA. M., 5 and 4 P. M.,
From Walnut Street Where at PA. M., 5 and 4 P. M.,
From Walnut Street Where at PA. M., 5 and 4 P. M.,
M., 170 P. M. Freight daily each way. Apply to
MUNTON MILLS. Agent.

Second Covered Pier above WALNUT Street.

BELLAWARE Avenue.

jud-11 J. VAN RENSRELAER, Seperminedent.